

Current Situation

- Approx <<>> people remain in the core (down from weekend peaks)
- One major call response today for hit and run (cruiser related)
- Convoy leads are communicating with PLT. Indication is that people wish to leave but are boxed in.
- Significantly less vehicles in the core and outlying areas than the night before
- Vehicles on closed roads or congested areas have no access to fuel (fuel levels are unknown)
- Persons not using hotels do not have access to public areas at night to keep warm (Malls and restaurants are closed, LRT is closed and swept by Specials)

Map of current situation



- Closed, no staging
- Open but restricted lanes
- Closed due to congestion

Areas of road congestion/restrictions (Monday morning stats)

General location	Lanes affected	Status	Vehicles on site
Sir George Etienne Cartier	Non	Completely open	0
SJAM	Eastbound lanes	Westbound lanes open	~40 transports. Mix of TTs, bobs and small trucks
King Edward	Southbound lanes, Murray to George	Left southbound lane open	24 tractor trailers and other units
Wellington	All lanes Sussex to Lyon	Closed Emergency lane on south side. Vehicles extend Bank to Metcalfe	TBI
Elgin	All lanes, south of Albert	Open	0
Elgin	All lanes, Albert to Wellington	Closed	TBI
Metcalfe	Right lanes, Lisgar to Albert	Left lane remains open	~20 tractor trailers
Metcalfe	All lanes, Albert to Wellington	Closed	0
O'Conner	All lanes, south of Albert	Open	0
O'Conner	All lanes, Albert to Wellington	Closed	0
Bank	N/B lanes, Lisgar to Albert	Only s/b lanes open	Mix of ~20 tractor trailers and bobs
Bank	All lanes, Albert to Wellington	All lanes closed	0
Kent	All lanes, Somerset to Queen	All lanes closed	Mix of ~ 400 TT and bobs
Kent	All lanes, Queen to Wellington	All lanes closed	0
Albert	Metcalfe to Kent	Metcalfe to Bank, 2 lanes open, trucks on curb, Bank to Kent, closed	~30 TT units
Queen	Lyon to Elgin	TBI	TBI
Slater	All lanes Kent to Lyon	All lanes closed	~8 TT units
QED	Laurier to Catherine	TBI	TBI

To continue with the current deployment and respond to the large footprint for calls for service, we require ~40-50 people per shift. This is partly due to the size of the footprint and the flashpoints that occur due to frustration of the demonstrators in not being able to drive closer to the Hill.

To continue with the current posture, the following traffic assets are required

Location	~ Traffic Staffing	Other Assets	Other Impacts	Potential savings if opened
Booth and Wellington	~2 members on site at all times with at least 1 cruisers. Since this is a flashpoint (people wanting to get closer to the Hill, it has required at times 10 people on site to manage.	2 X heavy equipment, ARX equipment, wood barricades at intersection, Sliddel and Island Park	Closure from Booth to Island Park. Access to War Museum impacted. Inbound from Chaudierre is closed	All areas west of Portage Bridge are open and assets released
Wellington and Lyon	Like booth ~2 members on site at all times with at least 2 cruisers. Since this is a flashpoint (people wanting to get closer to the Hill, it has required at times 10 people on site to manage.	2 X heavy equipment, wood barricades, cruisers	Closure back to Portage Bridge. Commissionaires Road closed and restrictions on Bay. Inbound Portage Bridge is closed	All areas west of Lyon are opened and assets relieved
Kent Street	(There have been flashpoints at Queen, Albert, Somerset). At least ~6 members are engaged along this road at any given time to deal with flashpoints.	Wood barricading along intersections, ~3 heavy equipment and some smaller city trucks required to stage at various locations	Closure back to Somerset. No access on street at all. Some cross streets have been blocked temporarily.	Opens up all areas along Kent. Full access from a condition of no access. Assets relieved
King Edward	There are always at least 2 officers at King Edward and Rideau with cruisers	Heavy Equipment and Barricading.	Impacts the regular interprovincial trucking route, and heavy traffic flow on MacDonald-Cartier Bridge	Opens up regular trucking route, (no longer restricted inbound). Assets relieved
Laurier Bridge (w/b from Nicolas)	Officer with a cruiser at Nicolas and Laurier	Barricading at Nicolas.	Impacts for people wishing easy access to west of the Canal after exiting the 417 at Nicolas	Opens up access routes. Assets relieved

Mac Bridge	Cruisers and officers at either end of the Bridge (at least 2 each)	Barricading at either end of the bridge	Loss of regular use of bridge	Opens up access route across canal. Assets relieved
Wellington/Rideau, Elgin Southbound to Sussex	Cruisers at various points along route. Required at Albert/Elgin, Elgin/(s/b)/Wellington, MacKenzie Blvd/Rideau and MacKenzie/Murray, Sussex/George	Barricading, Heavy trucks (~3).	Loss of regular service crossing canal, Market to Elgin and also route from Art Gallery to Westin	Opens up all areas east of Elgin. Assets relieved

Proposed realignments

As a negotiating tool with the protestors, a realignment of staging areas for truckers may help reduce the overall impacts.

Staging areas still need to be calculated to see if there is ample room for those truckers remaining in the city.

Advantages - provides a leveraging tool for OPS to open up other access routes releasing the need for a significant number of police and city assets. It may require a slightly smaller police deployment to deal with demonstrators due to a lower level of frustration on their part and due to the fact that they are positioned in a smaller footprint.

Disadvantages – Currently the truckers have a finite fuel supply. Removing the current control allows for easier refueling in some cases. However, the truckers have a large war chest of funds in Go Fund Me. Those that could refuel could potentially remain for a lengthy period of time.

It also provides a level of *permission* from the City and Ottawa Police for truckers to remain in the area. It will be harder to force them to leave at a later date when required (e.g. Canada Day).

Risks – requires a level of trust in truckers following directions to restage as indicated. They may take advantage and block further.

Proposal for restaging:

Option 1 and 2 both have a similar staging footprint. Trucks would remain as they are out front of Parliament Hill but if would be extended back to Kent, three abreast. Other trucks would be staged on a curb lane of Queen extending from Elgin to Kent. No intersections would be blocked and all traffic (other

than on Wellington and areas north of Queen) would flow freely. The only city infrastructure required would be heavy cement at key locations along Wellington.

Both cases would require dedicated roving police support to ensure that any movements by truckers to block areas outside of the agreement would be quickly handled. Both options provide for a quick response option to shut down side streets should word be received that additional trucks are descending on the city again. Identifying these positions and pre-placing police assets will help support the maintaining of critical emergency in the currently congested area. that being said, other routes outside any cordon would be by extension be congested.

Option 1 – Re-deployment static positions (Similar to the Canada Day footprint).

Location for police positioning:

- Wellington/Lyon (X2)
- Sparks/Lyon
- Queen/Lyon
- Albert/Lyon
- Slater/Lyon
- Laurier Bank (X2)
- Laurier/O’Conner
- Laurier/Metcalf
- Laurier/Elgin (X2)
- Mac Bridge/Waller
- Rideau/McKenzie (X2)
- Rideau/Sussex (X2)
- Total: ~17 officers, 12 cruisers

Option 1 – Re-staging Plan

Unclassified



Option 2 – Re-deployment static positions (Minimized Canada Day footprint).

Location for police positioning

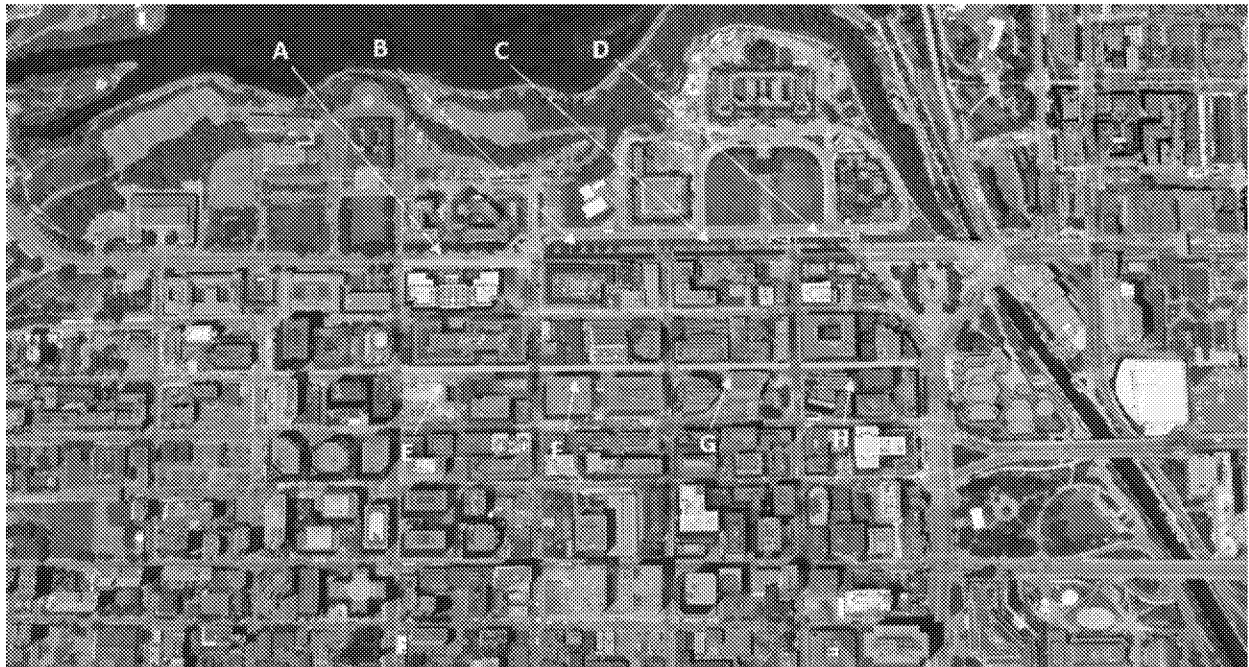
- Wellington/Kent (X2)
- Queen/Kent
- Albert/Bank (X2)
- Albert/O’Conner
- Albert/Metcalf
- Queen/Elgin (X2)
- Wellington/Elgin s/b (X2)
- Total: ~10 officers, 7 cruisers

Option 2 Re-staging Plan



Staging Capacities

Site staging capacities are calculated using the following map:



Area	Total length of area	Total number of full tractor trailer units (80')	Total number of cabs (25')	Total number of trucks (15')
A				
B				
C				
D				
E				
F				
G				
H				